

GOVERNOR PLIES WHIP TO PASS TAX REFORM BILL

Despairing of Hands-Off Policy, Issues Warning to Legislature.

MEASURE DECLARED DEAD LAST WEEK

Now Expected, However, To Be Reported Out of Committee Promptly.

[From a Staff Correspondent of The Tribune.] Albany, March 21.—Governor Whitman, realizing that his policy of "hands off" with respect to the Legislature has resulted in nothing, stepped into the arena to-night, whip in hand, to make the Senate and Assembly trot around the tank under his lash.

The week will see whether the Legislature, which so far has not passed a single constructive measure that wasn't of the "ripper" type, or any other measure of importance unless it was backed by an emergency message from the Governor, will do the Governor's bidding.

The Governor has taken for his excuse in assuming his present role the failure of the Legislature to pass his tax reform bill. In a formal statement given out this evening he issues a defiance and says he does not believe that the Legislature will care to assume responsibility for the defeat of that measure. His defiance is couched in mild terms, but if it is not heeded by the passage of the bill at once, his friends say, a more vigorous statement will follow.

At present the bill is slumbering in committee in the Senate. Senator James A. Emerson, chairman of the committee, repeatedly declared last week that the bill was dead, and that nothing could resurrect it.

Joker Believed Deemed.

"Well, you can bet that Emerson will see that that bill is reported out of his committee, or he'll regret it," said a friend of the Governor to-night, "and what is more, Senator Emerson will see to it also, if he is wise, that the bill is reported out without the little joker that some one put into it, a joker that exempts the railroads and traction companies from taxes on the property between the tracks."

This little joker in itself would mean to the railroads and traction companies the saving in taxes on property valued at nearly \$100,000,000. The Governor in his statement said:

"The tax bill, introduced in the Senate by Senator Emerson and in the Assembly by Mr. Hinman, and somewhat amended in the Assembly, is a very great improvement on the law as it now stands. I have been interested in the preparation of the bill from its inception. It was prepared with great care by men trained in the theory of taxation and experienced in the administration of tax laws in the state at large, as well as in the city. It provides a long needed tax reform."

"I am confident that no community in the state will be injured by its passage, and I am sure that it will prove a great benefit to all of the taxpayers. I am absolutely committed to this reform and I propose to redeem the pledges made during the recent campaign, which pledges involved a reorganization of the Board of Tax Commissioners."

Issue of the Campaign.

"This subject was one of the issues of the campaign last year and to it the Republican party is committed. Of course, I expect co-operation on the part of Senate and Assembly and I rely upon the Legislature to pass the tax bill, and I do not believe that that body will care to assume responsibility for its defeat."

All sorts of efforts have been made within and without the Legislature to defeat the bill. Controller Travis first appeared in opposition to it. Scores of legislators lined up behind him. These were whipped into line by county bosses who were under obligations to Travis for jobs he gave them or their henchmen.

Starving Man Is Saved.

An unusual case of destitution was discovered yesterday by Patrolman

Lansing, the Man Behind the U. S. Diplomatic Policy



ROBERT LANSING.
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Owing to the Indisposition of First Mate Bryan, This Upstate Lawyer Is the Administration's Chief Support During the Present International Storm.

[From The Tribune Bureau.]

Washington, March 21.—Robert Lansing, Counselor for the State Department, an upstate New York lawyer, has come to be the pilot of the American ship of state in its present troublesome course through the sea of international diplomacy. At no time within the memory of present-day American statesmen have these diplomatic seas been so stormy.

The diplomatic sea, in the present European war is an uncharted area. The feats of the submarine as an engine of warfare and the employment of airships have helped to create new questions of international law and it has been the counselor's task to interpret these questions and make clear their relation to the interests of the United States.

The President day by day has come to rely on Counselor Lansing as the one indispensable functionary of his administration. He is in conference with the Chief Executive by day and by night. It is the President's habit, developed during the trying seven months of the war, to call the counselor on the telephone at his residence and frequently summon him to the White House for conferences at unheard-of hours. Mr. Lansing has come to domi-

Broden, of the Clymer Street station, Williamsburg. Groans attracted his attention to the hallway of a tenement at Flushing and Franklin Avenues, where he found Edward Leonard, a young man, dying from starvation. Leonard was hurried to the Williamsburg Hospital. He said he had no home or friends.

Dr. Flint to Stay in Brooklyn.

The Rev. Dr. C. W. Flint, pastor of the New York Avenue Methodist Episcopal Church, Brooklyn, announced yesterday that he had declined the call to become president of Wesleyan College, Winston-Salem, N. C., which he had had under advisement for some time. It was incorrectly stated in The Tribune last Saturday that Dr. Flint had accepted. The New York Avenue church has a membership of about 1,000.

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HINTS LUMBER GRAB IS BEHIND WHITMAN BILL

J. D. Moore Names Sponsors of Single-Headed Conservation Board.

TELLS OF SCANDALS UNDER OLD REGIME

Asserts State Stands to Gain \$1,000,000 Under Suits Begun by Present Body.

[By Telegraph to The Tribune.]

Albany, March 21.—John D. Moore, State Conservation Commissioner, in a statement issued to-night practically accused the lumber interests of being behind the Macdonald bill, which reduces the present State Conservation Commission of three members to a single headed body. The statement declares that the lumber interests stand to lose \$1,000,000 if suits brought against them by the present commission are pushed and are won by the state.

"To-day," says Commissioner Moore,

"I saw a copy of a letter and report which were sent to Governor Whitman by Colonel William Barbour, of New York, on January 8. He wrote as chairman of a self-appointed committee of persons variously interested in the Adirondacks. Colonel Barbour advocated changing to a single headed commission, and stated that in the opinion of the committee, the present three-headed commission was created for political purposes and asserted that it could not be denied that the greatest progress in all branches of the department has been made under a single headed commission. The department reached its highest state of efficiency and the climax of its advance in forestry just before the Dix administration came into office, four years ago. These who remember the scandals unearthed by Governor Hughes's 1910 investigation of the Adirondack situation are likely to deny his assertions. I certainly deny them. The official records of this department justify my denial."

"The Barbour committee included, besides Colonel Barbour, who owns a big camp at Tupper Lake, Frank L. Moore, president of the Empire State Forest Products Association; R. M. Parker, president of the Brooklyn Cooperage Company; Ferris J. Meigs, president of the Santa Clara Lumber Company; Frank L. Bell, an attorney for the Union Bag and Paper Company, and other large Adirondack land owners; F. A. Gaylord, superintendent of Dr. W. Seward Webb's great preserve at Nehalem; Dr. E. H. Hagan, secretary of the Association for the Protection of the Adirondacks, and Ottomar H. Van Norden, of the Camp Fire Club."

"Frank L. Bell, of Glen Falls, was special counsel to Forest, Fish and Game Commissioner Whipple. Colonel Barbour omits to state perhaps he did not know it—that Governor Hughes's investigator, Roger P. Clark, his counsel, and H. Leroy Austin, afterward Forest, Fish and Game Commissioner, reported to him that they discovered that Mr. Bell had been acting in the spring of 1910 as a lawyer for the Forest, Fish and Game Commission while ostensibly acting for the Forest Purchase Board, who accepted Mr. Bell's resignation on September 24, 1910."

Borrowed from Counsel.

"Colonel Barbour might also have told Governor Whitman that Investigator Clark and Austin informed Governor Hughes that shortly after the appointment of Frank L. Bell as special counsel, Commissioner Whipple borrowed \$5,000 of him (Bell), the greater portion of which yet remains unpaid."

When Mr. Bell could no longer serve both the state and private interests simultaneously, he began to serve private interests exclusively. One of his clients was the Union Bag and Paper Company. In December, 1912, while acting as their counsel, Mr. Bell handed to the present "political" commission a check for \$25,000, in settlement of a trespass case. People who are not law-abiding claim timber thefts, Messrs. Clark and Austin said that "we are absolutely satisfied that, under the administration of Commissioner Whipple (whose counsel was Mr. Bell), even after all the notoriety with reference to the settlement of trespass cases which directly led to his appointment, the state has not received in damages and penalties the actual value of the timber stolen during the last five years, nor anywhere near it."

"In 1904 ex-Senator Jotham P. Allds, attorney for Commissioner Middleton, sued Ferris J. Meigs's Santa Clara Lumber Company for possession of about 2,500 acres of heavily timbered and extremely valuable land in the northern part of Hamilton County. Commissioner Middleton and Senator Allds entered into an agreement with Mr. Meigs under which the state retained title to the land, and had the privilege of paying taxes on it forever after, and Mr. Meigs's company took title."

"After investigation, the present Conservation Commission made up its mind that this Middleton-Allds-Meigs stipulation, even if not corrupt, was void, and took the matter into the Supreme Court. We were defeated there, and in the Appellate Division, but, on November 10, 1914, the Court of Appeals sustained the Conservation Commission and made it perfectly clear that no state officer has the power to stipulate away the public ownership in its Adirondack lands. There is another very similar Santa Clara case. The value of the timber involved in these two cases and the penalties aggregate \$630,000."

"The commercial lumbermen, however, on the committee represent interest which stand to lose about \$1,000,000 if the state's suits against them succeed. If they are pushed, it is almost certain that they will succeed, because the Court of Appeals's Santa Clara decision was pretty strongly in favor of the state."

"Why does Colonel Barbour's committee want to restore a system that has been publicly and effectually discredited?"

GUN DEFECT SAVES CROWD

While Man Tries to Fire Weapon Police Capture Him.

Persons on the Brooklyn plaza of the Williamsburg Bridge became excited yesterday morning when Charles Burch, an electrician, of 149 Broadway, appeared with a loaded revolver. Burch was trying to fire the weapon, but it would not work.

Screams of women and children attracted Patrolman Cleaver, who arrested Burch after a stubborn fight, in which Police Captain Shaw, of the Bedford Avenue station, aided the patrolman.

When it was explained to Magistrate Walsh in Manhattan Avenue court how narrowly a number of persons escaped serious injury Burch was remanded without bail for violating the Sullivan law.

HANDCAR HITS OLD WOMAN

Breaks Her Knee as, Deaf, She Picks Coal on Railroad.

Hackensack, N. J., March 21.—Mrs. Annie Rawlins, aged seventy-five, of Johnson Avenue, Hackensack, was struck down by a handcar while picking coal on the New Jersey & New York Railroad, near the Passaic Street crossing, this morning.

The men took the car and they yelled to the woman and did their best to stop the car, but the woman was deaf and didn't hear the warning. Her left knee was fractured, and at the Hackensack Hospital it was feared she might have internal injuries.

CREDIT UNIONS URGED

Massachusetts Loan Plan Favored by Labor Bodies.

Labor unions throughout the country, it was learned yesterday, are considering the establishment of credit unions, after the form of the Massachusetts organization, which has been in operation for some time.

William J. Stanton, general manager of the Massachusetts Credit Union, speaking of its advantages, explained that it acted as a parent body and encouraged the starting of local unions throughout the country. The plan, he adds, is wholly philanthropic, and has thus far been eminently successful.

The Massachusetts union is governed by three separate bodies, elected by its members. The board of directors has general supervision of the business, the credit committee decides on all loans, and the supervisory committee oversees the work of all the committees.

The Massachusetts association was organized with a capital of \$10,000, and its expense has been about \$4,000 a year, but no dividends have yet been drawn by the contributors of the original capital.

Jacob Asher, attorney for the Worcester, Mass., union, says that these organizations offer splendid opportunities for people of small means in times of necessity.

STATE TRAVEL BILL EXCEEDS \$1,000,000

Its 101 Autos for Use of Departments Cost \$170,000 a Year.

Albany, March 21.—Many state departments have purchased automobiles without having appropriations for that purpose and charged the cost of upkeep to various funds, George A. Glynn, executive auditor, declared in a report to the Legislature. The report was sent to Chairman Macdonald, of the Assembly Ways and Means Committee, as a guide for the final draft of the annual appropriation bill. According to Glynn's figures, the state spent more than \$1,000,000 for traveling expenses of its department heads and employees last year, \$170,000 of which was for the operation and maintenance of its 101 automobiles. In 1910 the state owned only eight motor cars. With reports from twenty-five departments and bureaus lacking, the traveling expenses of 1914 amounted to \$1,040,897.

BLAMES RAILWAYS FOR P. O. DEFICIT

Postmaster General Says Roads Caused Defeat of Budget Bill.

PAID TOO MUCH FOR PARCEL POST

Burleson Declares Assertion That Carrying Rates Are Too Low Is Untrue.

[From The Tribune Bureau.]

Washington, March 21.—Asserting that the charge that railroads have not been adequately paid for carrying parcel post mail is untrue, Postmaster General Burleson in a statement to-night declares that the bitter opposition of certain railroads to the mail pay amendment was responsible for the defeat of the Postoffice appropriation bill in the recent session of Congress. The Postmaster General asserts that a propaganda financed by certain railroads has been extensively carried on, ostensibly to inform the public, but in fact designed by its one-sided, prejudiced and biased presentation to mislead and wrongfully influence the public mind into an attitude of antagonism to the department.

"In some quarters," Mr. Burleson says, "it is publicly charged that the postal deficit which the current fiscal year is practically certain to record is attributable to the parcel post. No more absurd falsehood has had so widespread consideration in responsible publications within my recollection. Clearly it was fabricated with the foolish purpose of arousing a public sentiment in favor of restricting or withdrawing the parcel facilities now provided by the parcel post. Were it not for the parcel post the coming postal deficit would be much larger than it will be. The depletion of postal revenues results from a falling off of first class mail, and is wholly due to the abnormal conditions caused by the war in Europe. However, if the demands of the railroads are granted a return to annual postal deficits would almost surely follow, whereas parcel post facilities are withdrawn or not."

"Notwithstanding the equitable and liberal character of the legislation, it was bitterly fought throughout its several legislative stages by the so-called railway mail pay committee, an organization representing certain of the railroads. This committee's emissaries were kept almost constantly in Washington, and, through an expensively maintained press bureau, the country was flooded with a propaganda in which the attitude of the Post Office Department and, subsequently, the action of the House of Representatives were grossly misrepresented."

Favored by Senators.

"I have every reason to believe that a majority of the Senate in the Congress favored the legislation. I am absolutely certain that, if a vote could have been reached, the revised and scientific plan of computing pay would have been adopted in the Senate, as in the House, with a substantial margin to spare."

"Through the Mail Pay Committee certain of the railroads now are saying that the Postoffice Department's attempt to remedy this situation was an attempt at railroad expropriation. Not it was, and in a determined, well considered effort to end a system under which the postal authorities are compelled to stand helplessly by while the railroads loot the postal revenues. Although these railroads contend that they are underpaid for carrying the mails, the facts are that they are overpaid and that they are receiving from the government amounts which, for hauls of any considerable length, exceed by about two to one the amounts they receive from the express companies for like and similar service."

Mail Versus Express.

"Upon the majority of these great mail routes mail and express transportation conditions are identical. It follows from the inequality of transportation costs that the parcel post rates to the public, for the higher weights, greatly exceed the express rates. Between New York and Chicago parcel postage is \$1.20 for twenty pounds, as compared with an express rate of 65 cents. A more equitable scale of mail pay would make possible a readjustment of parcel postage upon the higher weights and long hauls, would expand the public's transportation facilities and would still give the railroads adequate compensation under their own standard of what constitutes adequate compensation—to wit, a 'commercial rate.'"

"The proposed change to the space system at the rates granted in the legislation which failed March 4 last, while giving the railroads fully as much per car mile as they are now getting, would place the transportation facilities paid for by the government more completely under the control of the postal authorities."

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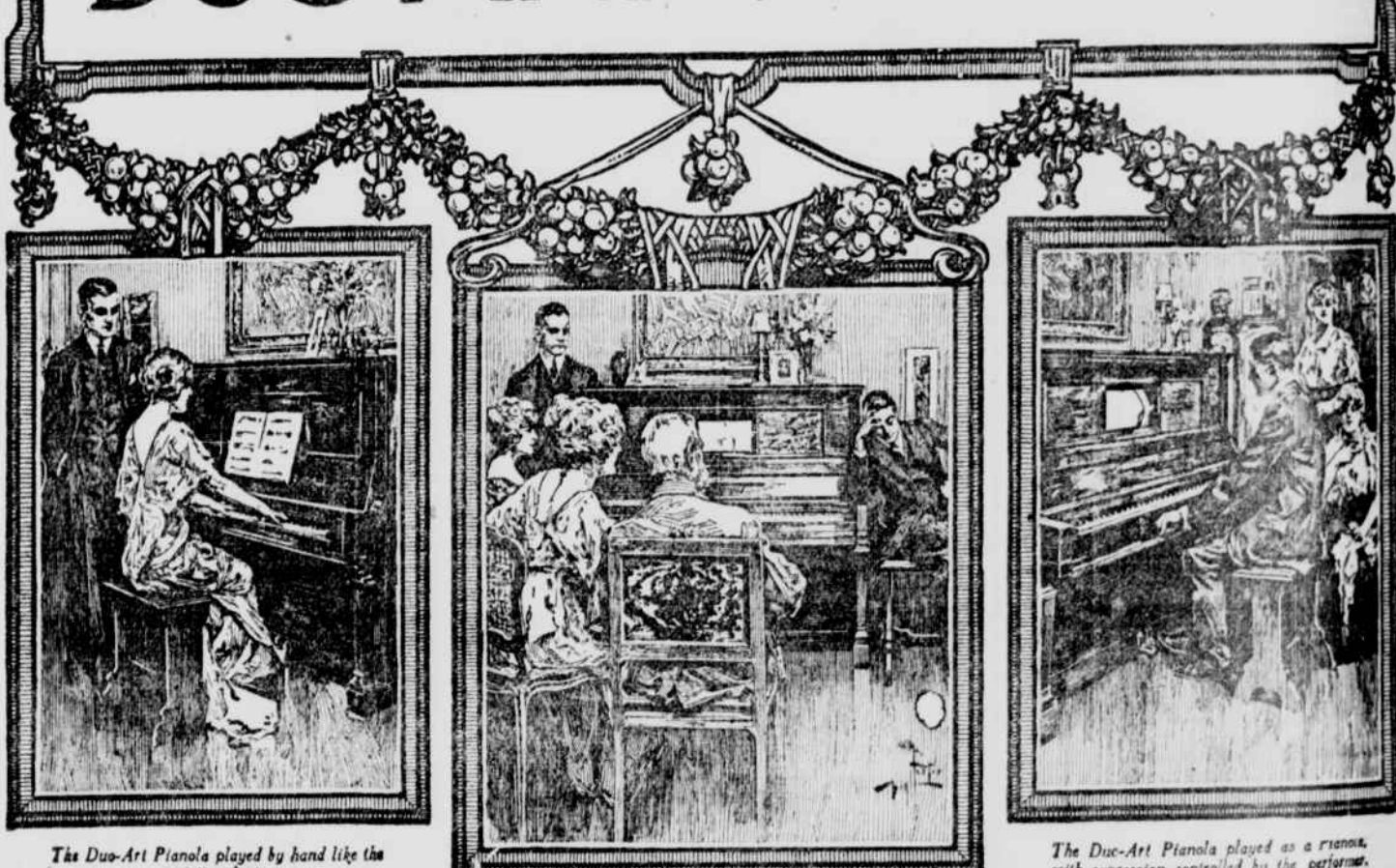
NO JOB, GOES INSANE

Prospect of Mother in Want

Unbalances Man's Mind.

Anxiety for his mother, who is a widow, is supposed to have unbalanced the mind of Charles Kinglebach, a press tender, who lives at 180 Wall Street, Williamsburg. He was taken to Kings County Hospital yesterday and placed in the observation ward. The young man has been out of work for some time, and the fear that his mother would starve preyed on his mind. He showed a violent tendency yesterday, and his mother, becoming alarmed, called for help. Tenants of the building where he lives were told of his condition. It was then that the destitute condition of mother and son was learned. A collection was taken up

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